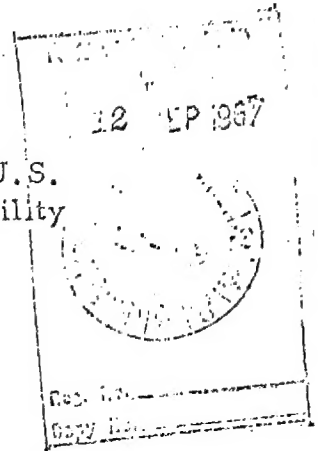


CINCPACINST 3130.2B
(J3B210)

2 SEP 1967

CINCPAC INSTRUCTION 3130.2B

From: Commander in Chief Pacific
To: Distribution List
Subj: Wartime Search and Rescue (SAR) Procedures for U.S.
Military Forces in the CINCPAC Area of Responsibility
Ref: (a) CINCPACINST 03130.2A of 21 May 1959
(b) CINCPACINST 3130.1C of 25 Jun 1965
Encl: (1) Wartime Search and Rescue Procedures
(2) Definitions of SAR Terms



1. Purpose: The purpose of this instruction is to establish standardized wartime search and rescue procedures for U.S. military forces operating in the CINCPAC area.

2. Cancellation: This instruction supersedes reference (a), "Wartime Search and Rescue (SAR) Procedures for U.S. Military Forces in the CINCPAC Area of Responsibility."

3. General: Wartime search and rescue procedures are basically an extension of existing peacetime SAR organization and procedures in friendly territory, with special provisions incorporated for employment in hostile areas. To facilitate ease of implementation, these wartime procedures shall be used during peacetime to the extent practicable consistent with the National SAR Plan and security requirements. Enclosure (1) contains standardized procedures for wartime SAR which have been established by the Joint Chiefs of Staff for world wide use by all U.S. military forces during limited or local wars as well as general war. The definitions of SAR terms used in this instruction are listed in enclosure (2).

4. Objectives: The objectives of Wartime Search and Rescue are:

- a. To recover personnel.
- b. To deny the enemy a source of intelligence information.

JPRA review
completed.

20000
JCS and PACOM review(s)
completed.

USAF review(s)
completed.

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- c. To contribute to the morale of combat forces.

5. Concept of Operations: Although each component commander retains primary responsibility for his own personnel, the recovery of combat personnel from friendly and enemy areas during wartime necessitates centralized coordination and direction of all SAR facilities. Therefore the concept of operations outlined in this instruction envisions the employment of Joint SAR Centers for the direction and coordination of Wartime SAR functions. It is recognized that these principles and doctrines may not be applicable to the following SAR operations, but they shall be used as a guide and employed where practicable:

- a. Local base SAR operations.
- b. SAR operations in support of a Naval Task Force.
- c. SAR operations in support of tactical operations.

6. Coordination and Command Relationships:

a. The Joint Chiefs of Staff have assigned CINCPAC primary authority and responsibility for military SAR in the Pacific.

b. CINCPAC by delegation and agreement, has reassigned this authority and responsibility for SAR in the Pacific to component commanders and adjacent commanders.

(1) Delegation:

(a) CINCPACFLT is SAR commander for military SAR in the Pacific Maritime Region.

(b) CINCPACAF is SAR commander for the Pacific Overseas Region.

(2) Agreement:

(a) CINCARIB is responsible for coordination of SAR in the Pacific approaches to the Panama Canal.

(b) CINCAL is responsible for coordination of SAR in the Northern Pacific Sub-Region of the Pacific Maritime Region.

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Reference (b) outlines this delegation of authority to CINCPACFLT and CINCPACAF as SAR Commanders. This responsibility and authority remains in effect for wartime SAR and pertinent portions are repeated below:

SAR COMMANDERS WILL:

1. Delineate sub-regions as appropriate.
2. Establish and maintain Joint SAR Centers.
3. Designate SAR commanders for each sub-region of assigned region.
4. Maintain a current summary of primary SAR forces available to Joint SAR Centers within regions of assigned responsibility. This summary and changes will be forwarded to Commander, Western Area, U.S. Coast Guard, for compilation and promulgation to using agencies.
5. Ensure that pertinent and current SAR information is widely published in appropriate aeronautical and maritime documents.
6. Provide mutual support in SAR matters of common concern to adjacent area and regional commanders.
7. Exercise control of SAR forces committed to an incident through the normal chain of command of such forces or through mutually agreed channels.
8. If appropriate, assign SAR tasks and missions to forces not assigned but based or operating in his region when such forces are not actively engaged in missions assigned by their own higher command. Control will normally remain with the commander of such forces.
9. Initiate agreements, when appropriate, with component commands, U.S. Coast Guard commands and other Federal agencies for the support of SAR in assigned region of responsibility.
10. Establish standing operating procedures for the conduct of

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Joint SAR operations, taking cognizance of the doctrine of the services represented.

11. Through their Joint SAR Center(s), insure that:

a. Appropriate action is taken immediately upon notification of a SAR incident.

b. The operating agency of any aircraft, surface vessel, submarine, or ground unit reported to be in need of SAR assistance is advised of the situation as part of the initial action by the Joint SAR Centers.

c. The following is additional guidance and responsibility for wartime SAR operations:

(1) SAR commanders through Joint SAR Centers shall direct and coordinate all SAR facilities within their areas of responsibility.

(2) Where practicable, Joint SAR Centers shall be made an integral part of Joint Operations Centers charged with the conduct of military operations.

(3) Recovery operations shall be coordinated between Joint SAR Centers, unconventional warfare forces, and Joint Operations Centers as appropriate.

(4) Removal areas and submarine pick-up points for the Pacific Theater will be coordinated and disseminated by CINCPAC.

7. Commanders Responsibilities:

a. Commanders planning operations requiring precautionary SAR activities are authorized to submit their request directly to the Joint SAR Center concerned.

b. Commanders requiring active SAR operations as a result of missing or downed aircraft, crippled or sunk ships or submarines, or isolated ground forces are authorized to submit their requests directly to the Joint SAR Center concerned.

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c. Commanders requesting active SAR operations shall furnish as much of the following information as possible to facilitate the SAR activity:

(1) Type, number, tactical call sign of aircraft, ships, or ground forces in distress.

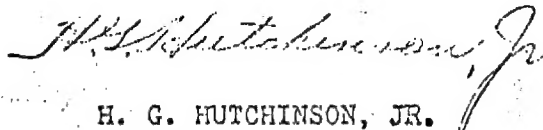
(2) Location, if known, or course and speed last known position, and intended track.

(3) Names and personal authenticators of individuals.

(4) Additional information, upon request of the SAR Center, which may be of assistance to SAR forces to effect recovery.

d. Commanders at unit level shall assign and record personal authentication numbers in accordance with enclosure (1).

8. Action: The procedures prescribed in this instruction are applicable for limited or local wars, as well as general war. Commanders having search and rescue responsibilities in the CINCPAC area shall conduct SAR in accordance with these procedures, and insure that U.S. military personnel are trained to comply with this directive.



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Assistant Chief of
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WARTIME SEARCH AND RESCUE PROCEDURES IN PACOM

1. SAR Procedures in Friendly Territory. Wartime SAR procedure for rendering aid and assistance to U.S. personnel in friendly territory is basically an extension of peacetime SAR operations. The techniques and procedures developed for peacetime use provide a swift, reliable means of rendering rescue in wartime.

a. Precautionary SAR.

(1) Submarines and Surface Ships.

(a) Submarines and surface ships may be used for LIFE GUARD when the air combat mission indicates a need for precautionary SAR assistance along the planned air route and when this function is compatible with the primary assigned mission of the submarine or surface ship. Close liaison with submarine and surface forces should be maintained to insure optimum utilization of the available forces.

(b) An aircraft desiring to establish communications with an unknown submarine or surface ship in connection with SAR, will use the rescue ship voice call "LIFE GUARD", or the CW call sign "NERK."

(c) LIFE GUARD desiring to establish communications with an unknown aircraft in connection with SAR, will use the voice call "RIALTO." (Example: "RIALTO, this is LIFE GUARD....")

(d) Aircraft covering LIFE GUARDS shall establish radio contact immediately upon arriving on station, and then, when practical, search a radius of 25 miles around LIFE GUARD'S position for enemy ships.

(e) To conceal their identity, LIFE GUARDS will use their assigned tactical voice call prefaced by LIFE GUARD.

(2) Strategic HF/DF Nets. The services of strategic HF/DF net may be used for SAR. This net can track a surface ship or aircraft which is transmitting a signal, and can furnish bearings or a fix. Surface ships or aircraft cannot communicate directly with the net. When an emergency situation exists, this fact shall be reported over normal

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or distress communications channels to the controlling stations. Controlling agencies will pass this information to the appropriate SAR control centers or SAR area commander who will alert the strategic HF/DF net. Operating procedures will be in accordance with ACP-130 series.

(3) DUCK BUTTS. DUCK BUTTS are pre-planned and pre-positioned to provide precautionary SAR and support deployment of single place jet aircraft or to meet other specialized situations. Air Force Aerospace Rescue and Recovery Service Manual 55-6, "Precautionary Orbits (DUCK BUTT) Manual," provides air routes, positions, identifications, frequencies, and call signs. Operating commanders are responsible for pre-planning with the appropriate SAR agency for DUCK BUTT support of their tactical operations.

b. Communications Procedures.

(1) A distress condition should be reported by geographical coordinates, if possible, or reference to prominent terrain features, or designated reference points.

(2) Frequencies and communications procedures for distress and scene of action air-to-air, air-to-surface, and surface-to-surface SAR operations are provided in ACP-135 series.

(3) Section 5, ACP 119 series, provides voice call signs for SAR scene of action operations.

(4) Joint use of visual air rescue signals will be in accordance with established international distress signals.

2. SAR Procedures in Hostile Territory. Procedures and techniques discussed in paragraph 1 above for use in friendly territory are applicable to hostile territory as well. In addition, the area commander will develop specific procedures, tactics, and equipment in keeping with the tactical forces, enemy situation, climatic and geographical factors involved.

a. Mission Preparations.

(1) Personnel who may become isolated in enemy combat territory must have knowledge of the enemy and his potential prior to

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either the outbreak of hostilities or a hazardous mission. They should know the disposition and location of enemy forces, the internal political situation of enemy and neutral countries to be penetrated, specific areas of disaffection in these countries, and the geography and climate of each of these countries. These requirements can be met through intelligence briefings, supervised study, and use of intelligence reading libraries.

(2) To accomplish the procedures listed herein, combat personnel must be:

(a) Thoroughly familiar with the survival equipment and E&E aids that they carry.

(b) Thoroughly familiar with bailout, ditching, crash-landing, and other emergency procedures.

(c) Able to survive under adverse conditions of climate, terrain and fallout contamination.

(d) Thoroughly indoctrinated in communications equipment, combat rescue signals, and other actions necessary to effect evacuation to friendly control.

(e) Familiar with the location of all removal areas, LIFE GUARD stations, and submarine pick-up points pertinent to their particular mission, and procedures to utilize these areas and/or points.

(f) Thoroughly familiar with personal authentication system procedures.

b. In-Flight Procedures.

(1) Alert Rescue Forces (see paragraphs 1b and 2d).

(2) Bail-out. Whenever possible, a bail-out should be attempted over or near a removal area or submarine pickup point, and in such a manner as to facilitate regrouping of crew members. Upon reaching the ground, crew members should take cover as necessary to protect themselves from detection or radiation. After danger of

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detection or radiation has passed, movement should be towards a removal area or submarine pickup point.

(3) Crash Landing or Ditching. When aircraft, terrain and/or water make a crash landing or ditching practical, certain immediate actions on the part of the crew are necessary:

(a) Classified equipment and documents on the aircraft shall be destroyed in accordance with appropriate directives. If possible, this action should be accomplished prior to crash landing or ditching.

(b) Destruction of the aircraft shall be accomplished if possible.

c. Air Cover for Rescue Operations (RESCAP).

(1) SAR units participating in hazardous missions will be provided air cover if possible.

(2) The functions of air cover are to:

(a) Protect the distressed personnel and rescue facilities from enemy attack.

(b) Prevent unknown forces from making a threatening approach which might force a rescue facility to take evasive action.

(c) Assist the rescue unit(s) in locating survivors by conducting short range search sweeps.

(d) Relay messages, as necessary, between rescue facilities and survivors, parent base, or other agencies.

d. SAR Procedures in "No Man's Land." Procedures for hostile territory are applicable with the exception of destruction of disabled aircraft. Area commanders should establish local rules for destruction in areas where control is not firmly established by either friendly or enemy forces.

e. Communications.

(1) General Procedures.

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(a) The essence of every successful SAR operation is communications between the rescued and rescuer. In hostile territory there is the additional requirement for authentication. In the event of an emergency every attempt should be made to make known the emergency, and the location.

(b) Communications reliance between rescue and combat forces and distressed personnel will be placed on available radio equipment with standard emergency frequencies. In the event of loss of radio communications, visual air to ground and ground to air signal communications will be utilized.

(c) Unless mission accomplishment dictates otherwise, all aircraft overflying hostile territory shall maintain a listening watch on established frequencies. A call from distressed personnel shall be recorded verbatim and acknowledged if possible. This information will be reported to the Joint SAR Center concerned as soon as security conditions permit.

(2) In-Flight Emergency Communications Procedures.

(a) Aircraft in Distress. When bail-out, crash-landing, or ditching appears imminent, the pilot will:

1. Attempt to establish radio contact by first calling on frequency of last contact; second on an established common frequency; and third, the international emergency frequencies. When communication is established or "in the blind", transmit the following information: Tactical call sign, position, type aircraft, course and speed, altitude, nature of difficulties, intention of pilot.

2. Transmit a distress call on the appropriate emergency frequencies, endeavoring to maintain the transmission long enough to enable a D/F plot of the aircraft's position.

3. Turn IFF set to emergency position when within range of friendly forces.

(b) Relay Support by Friendly Forces:

1. An aircraft, ship, submarine or other friendly forces receiving information concerning a distressed aircraft shall forward this to the nearest friendly monitoring agency direct on applicable

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emergency frequency. Extreme care must be taken to insure that any relay transmission does not interfere with transmissions by the aircraft in distress.

2. If a crash, bail-out or ditching is observed by another aircraft in formation or aircraft in the area, the pilot will, if practical:

a. Act as relay to Air Rescue or other ground control.

b. Transmit the following information, if known: Call sign of the downed aircraft, exact location of downed aircrew and/or bearing and distance from a well-known landmark, whether downed airman is alive and under surveillance, air/ground activity and flak conditions, and whether or not in radio contact with downed airman.

3. Air/Ground.

a. Distressed personnel shall display appropriate international distress signals in order to attract the attention of friendly forces.

b. Personnel downed in enemy territory will concentrate on evading, surviving, and locating a suitable removal area prior to initiating distress calls "in-the-blind." The initial distress transmissions will contain the following data:

Distress call (three times) - "MAY DAY, MAY DAY, MAY DAY," identification, name, location, number of persons, type landing site available, and remarks.

Example: "MAY DAY, MAY DAY, MAY DAY, HOT ROD 13, JONES, 10 miles due east of Mt Stalin, plus 3, land (water)(chopper)."

Any friendly force copying such a call will relay it to the Joint SAR Center. Security restrictions permitting, the distress message will be acknowledged. After making an emergency call, distressed personnel will be alert for friendly aircraft. Emergency radio homing signal will be turned on when SAR aircraft are sighted. Other signalling devices, i.e., mirrors, fires, panels, etc., shall be used to attract attention of recovery aircraft.

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e. The initial distress call, after proper correlation with the launch base, is sufficient justification to launch a recovery mission.

d. Call signs to be used by the recovery aircraft and the downed air crew-member are as follows:

<u>Call Signs</u>	<u>Meaning</u>
RIALTO	Any or all SAR aircraft.
PLAYMATE	Call sign of SAR aircraft at the scene of the rescue operations.

Distressed personnel possessing UHF/VHF radio will establish radio communications with the SAR aircraft on an emergency frequency. The call sign RIALTO and the tactical call sign or unit designation of the distressed personnel will be used. A sample transmission is as follows: "RIALTO THIS IS DERBY 24, OVER." This transmission should be repeated until the SAR aircraft answers, or until it is obvious that contact cannot be established. Upon receipt of the distress transmission the SAR aircraft will answer using his assigned call sign. A sample transmission is as follows: "DERBY 24, THIS IS PLAYMATE 11, OVER."

f. Authentication.

(1) Need for Authentication System.

(a) An authentication system is essential to protect the rescue forces from possible capture or destruction.

(b) Aircrew members subject to possible isolation in enemy territory will be assigned a personal authenticator. Ground tactical units will be assigned unit authenticators in an appropriate Signal Operation Instructions (SOI) item.

(c) The area commander may revise or modify the authentication procedures outlined in 2. e. (2) below to make them compatible with specific theater requirements.

(2) Personal Authenticator System.

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(a) The aircrew authenticator will consist of a four-digit number selected by each individual to allow the use of easily remembered numbers which may be associated with any familiar personal recollection.

(b) Tactical unit SAR authenticators will consist of a four-numbered group assigned down to company level and published in an appropriate Division SOI item.

(c) If the authenticator is used, but the recovery is not completed, the rescue forces may refer to the unit through the SAR center for additional personal information on the individual or unit which may be used for authentication purposes on subsequent recovery attempts.

(d) Authentication may be accomplished by radio communications or by visual signals. The presence of a visual signal in an area where survivors are expected is justification to drop a radio.

(3) How Used.

(a) Recovery force in contact with possible survivor, but in doubt as to authenticity of the objective, will challenge. Objective will respond with name or tactical call sign and personal or unit authentication. Example: "DERBY 24, THIS IS PLAYMATE, OVER. AUTHENTICATE. PLAYMATE, THIS IS DERBY 24, BROWN 2738, OVER."

(b) In the event either the rescue force or the objective wish to transmit coordinates, the personal authenticator will be used as an additive. Example: The first two digits will be added to degrees latitude and the last two digits will be added to degrees longitude. Minutes and seconds will not be changed.

	042° 32'N	027° 15'E
Personal		
Authenticator	27	38
Transmitted		
Coordinate	069° 32'N	065° 15'E

The reverse of this system will be used to decode.

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DEFINITIONS OF SAR TERMS

1. The definitions listed below are utilized in this instruction:

a. SEARCH AND RESCUE (SAR). The use of personnel, aircraft, surface craft, submarines, and other special equipment employed in search for and/or rescue of personnel.

b. SAR COORDINATOR. The designated SAR representative of the area commander, with overall responsibility and authority for operation of the joint rescue coordination center, and for joint SAR operations within the geographical area assigned.

c. JOINT RESCUE COORDINATION CENTER. An installation, staffed by supervisory personnel from all participating Services, and possessing sufficient facilities to direct and coordinate all available SAR facilities within a specified area.

d. COMPONENT SAR CONTROLLER. The designated SAR representative of a component commander of a unified command, who is responsible in the name of the commander for the control of component SAR forces committed to joint SAR operations.

e. SAR MISSION COMMANDER. A SAR controller selected by the SAR commander to direct a specific mission.

f. ON-SCENE COMMANDER. A person appointed by the SAR mission coordinator to control and coordinate the SAR effort at the scene.

g. RESCUE COMBAT AIR PATROL (RESCAP). Aircraft designated by a component commander to provide protection for the rescue vehicle(s) from possible hostile action, enroute to and from the incident scene and during recovery phase.

h. REMOVAL AREA. A designated area in hostile territory from which personnel are evacuated.

i. PRECAUTIONARY SAR. The pre-planning and pre-positioning of aircraft, ships or ground facilities for the purpose of rendering SAR assistance.

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j. ON STATION. SAR facilities at a geographical position for precautionary SAR assistance.

k. DUCK BUTT. An aircraft assigned to perform precautionary SAR. The DUCK BUTT performs a secondary role as a NAVAID to passing aircraft. The aircraft is electronically equipped to provide radar tracking, homing, steering, and will render aircraft position and weather reports as required.

l. LIFE GUARD. A submarine or surface ship designated for SAR operations, or "on-station" for precautionary SAR assistance.

m. SUBMARINE PICKUP POINT. A designated point in enemy or enemy controlled waters for pre-planned SAR surveillance.

n. RADIAL LIMIT. A radial limit is a specified radius from a designated submarine pick-up point, aircraft orbit point, or other SAR facility that a lifeguard submarine, aircraft or other facility may deviate while performing SAR surveillance of a designated area or point.

o. EVER READY MISSIONS. A SAR mission assigned in sufficient time to assure that the SAR facility be On-Station at the designated time.

p. DITCH POST MISSIONS. A SAR mission assigned to a SAR facility which may or may not be On-Station at the designated time because of late planning.

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